

RECORD OF PROCEEDINGS

Minutes of	Public Involvement	Meeting
Held	Monday, September 27,	2010

CALL TO ORDER:

The presentation portion of the Public Involvement Meeting was called to order Monday, September 27, 2010 at 6:30 p.m. by President of Council Daryl Revoldt.

The following members of council were present for the meeting: Davies, DeOrio, Foltz, Kiesling, Peters, Revoldt, Snyder. Also present were: Mayor Held, Administrator/Engineer Benekos, Director of Law Nilges, Superintendent of Permits & Inspection Hampton and Clerk of Council Kalpac.

Mr. Revoldt: Jim, why don't you talk officially about the project?

Mr. Benekos: Sure.

Mr. Revoldt: We'll take the presentation and then we'll solicit any comments for the record.

Mr. Benekos: The project of course I'm sure was mentioned is North Main Street Reconstruction Project Phase VI, running from Applegrove to Orion. The City has hired M.E. Consultants to do the engineering on the project. With M.E. Consultants is Rob Graham and Kyle Koppes and they have some video pictures to show you before and after pictures. Those were done by TechniGraphics at no cost to the City – it was gratis to help us out here. I don't know if anybody coerced them on that but we thank them very much for doing that. Now with that, if Rob wants to speak first...

ENGINEER'S REPORT:

Rob Graham: Sure. Thank you very much for having us here this evening. I guess first of all each of you have I believe, our Engineer's Report. I can just kind of touch on all our bullet points here and then turn it over to Kyle and our video presentation that TechniGraphics helped us out with - going to start with our Project Description: The project will widen the existing four lane section to a five lane section by the addition of a Two Way Left Turn Lane. Additional improvements will include reconstruction of the existing asphalt pavement, new concrete curb and gutter, new catch basins, 6-foot wide concrete sidewalk with a 3-foot wide grass devil strip between the walk and the back of the curb on each side. We're also going to install decorative street lights and those will be staggered roughly 175 feet off each side of the streets. So on each side they'll be roughly 350 feet apart. With the staggering we'll have 175 foot between the spacing. We're also upgrading or replacing the four existing traffic signals in the project limits and with that we're going to incorporate decorative elements, video detection, emergency vehicle pre-emption, and also the newer LED high energy – energy efficient long lasting light bulbs within those signals. Next bullet point is our Project Limits: We're going to start roughly 275 feet south of Applegrove where we're going to match the Phase V that's under construction now and we'll extend north all the way to the center line of the Orion intersection which is the corporate limits of the City. That total length is 3,075 feet. Existing pavement in the bulk of that area is only 40 feet wide – it's four 10 foot lanes. Our proposed pavement width from face to curb, face to curb will be 59 feet to accommodate the widening of that two-way left turn lane. Some of our engineering Project Design Details: North Main Street is classified as an Urban Arterial street. Our current year – their build year, average daily traffic

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is actually 23,200 vehicles per day. And in twenty years out in our design year the average daily traffic is projected to be 25,790. Design speed for the project, our engineering design, is based on 40 miles an hour design speed, the legal posted speed, as you are aware, is 35 miles an hour. It is typical that you build in like a 5 mile per hour conservatism and that's a 5 mile per hour conservatism. And the next interesting stat here is Accident Data. Took a look at the accidents for a three year period from 2006 to the end of 2008 – 117 total accidents, but 39 of those or 33% can be attributed to the lack of a left turn storage area. Basically cars as they stop to make that left turn in the through lane getting hit from the rear. So that storage area absolutely should see a reduction in those types of incidents. Flipping over, Signal Warrant Studies: As part of our design we did complete a Signal Warrant Study for both the Acme/Kmart intersection and also the existing Wilbur intersection and both of those signals are now warranted. We have warrants on file in the City Engineer's Office. And the other two signals, Applegate and Orion that were previously warranted by the project when those were constructed. Project Funding: Estimated total project cost is \$4,250,000. As you're aware the City has already secured \$2,750,000 in federal monies through Stark County Area Transportation Study or SCATS as we know it. And our meeting tonight kind of helps us meet the federal requirement for a Public Involvement meeting to spend those federal funds on the project. On September 17th the City also submitted a 1.5 million dollar grant application to the Ohio Public Works Commission. We should find out around the holidays if that's funded this year. The Project Schedule: We're looking to acquire the right of way that you saw in the other room; looking to acquire that basically through the calendar year 2011. Hopefully next summer we can get started with the utility relocations and have those buttoned up by mid-March of 2012, just in time to start construction in April of 2012 and wrap things up almost two years from now in September of 2012. One thing that will be very important to your business community is maintenance of traffic during construction. We're anticipating that one lane of traffic in each direction will be maintained at all times during construction of this project. And also access to private properties will be maintained at all times during construction. The Project Engineers: Obviously, your City Engineer, Jim Benekos and Bruce Bernhard is the Project Manager on his staff and myself, Robert Graham from M-E Companies. And I think now we'll go ahead and show some of the videos and renderings that we've prepared.

Mr. Benekos: One thing that I wanted to mention, you said the lawn strip between the curb and the sidewalk would be grass. That's up for discussion and we can talk about that after the video here.

POWER POINT PRESENTATION:

Mr. Koppes: Okay, this a pretty straight forward. I'll first start here with a PowerPoint video TechniGraphics did for us. There's just a few slides here but this shows you the capabilities of certain software out there ...inaudible... I guess non-engineering people ...inaudible... before and after will look like. This is the Applegate Street/North Main Street intersection looking north in the existing condition as it is now. This happens to be a ...inaudible... street view which pretty much depicts real ...inaudible... the previous slide. This is what we define the project minus utility poles that are shown on the west side will be all on the east side. You can see the McDonalds there, the BP, the walk, all the striping is as it will be when complete. Pretty nice to see it in 3-D as opposed to the plan that you looked at in the other room.

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Mr. Revoldt: We're limited only by computer power. This is actually animated.

Mr. Koppes: It is animated, if we could show you. The laptop works but for some reason it won't go through the projector, unfortunately. I can give it a try once more but it kind of pooped out on me before. This is just another snapshot of the rendering, this is looking west at Orion Road and the intersection of Main Street as it is today.

Mr. Benekos: Utility or the light poles will be painted black to match the street lights. Do you have any of the street lights.

Mr. Koppes: On the proposed, they're not shown here, but this is ...inaudible... street view. And this will be what the final product is.

Mr. Benekos: And here's the design of the new light pole. It's a taller pole, it hangs down so the light is emanating down. As opposed to the lights we have now you don't lose a lot of that light you use most of it. And as Rob mentioned, on – there'll be – on each side they'll be about 350 feet apart but in between that on the other side there'll be a light. So they will be staggered. So the furthest you'll go from one side to the other, the distance from here to here, you know about 175 feet. And that will vary because of driveway locations and so forth.

Mr. Koppes: Inaudible... center the project around Wilbur Drive. Inaudible... definitely see the need for a curb there. And ...inaudible... final project. Inaudible...

Mr. Benekos: Again, these poles on the west side will be gone and the poles on the east side will be behind the sidewalk.

Mr. Koppes: And these are just some more single shots along the project. Inaudible... street view and ...inaudible... the center ...inaudible... This is the ...inaudible... it lets you drive through the project and you can actually see the existing ...inaudible... the proposed. It goes a little fast but you can see how it's just the four lanes, there's no center turn lane. And believe it or not all the buildings are actually true too. I'm trying to slow it down. Inaudible...okay, see what the proposed looks like. You can definitely see the center turn lane. There's actually some walls on the right – retaining walls. You can see the definite street lighting and again the poles – utility poles will be on this side. Swensons. Inaudible... I can show you some actual snapshots of the rendering that ...inaudible... as well. Inaudible...

Mr. Revoldt: Any other additional comments?

Mr. Snyder: You know I just came in late, my apologies, I was here earlier for a meeting. But I just heard you say you were going to put grass in between the curb line and the sidewalk. Is that what you intentions are?

Mr. Benekos: That a proposal.

Mr. Snyder: Well who's going to maintain that?

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Mr. Benekos: Well right now – and I'm not married to anything and I want to hear what Council's you know inclination is on the lawn strip. Right now from 7th and this would go for the phase that we're doing now, there's enough money in there to put in concrete. Right now the plan was six foot wide sidewalk and then there's a three foot wide strip out to the curb. What was existing on Phase V was grass all the way up. And from Applegrove up to Orion in this Phase there was existing grass. And the property owners maintain those. And in Phase V what we're doing now is a six foot wide sidewalk and a three foot wide is to be concrete but a different type of finish, it's not actual stained and stamped, it's just a different finish with a different scoring that you can see different. You know there's a different pattern to it. And the sidewalk itself there's a couple panels of sidewalk that will be in brick so that gives you that brick element but not the cost of brick the whole way. So you get some of that. Then as I was driving up there you know a couple times looking at the project and trying to envision what's going on, I'm thinking you're going to have you know in the existing one you're going to have about 44 feet asphalt and then you're going to have ten feet of concrete on either side. And I'm thinking is that going to be too sterile. You know 'cause we're not going to have that brick all the way up the band – the brick band all the way up. Is it going to be too much concrete and asphalt? Do we want grass there? There's money to put you know other and I ...inaudible... hear what you guys – what you guys are ...

Mr. Snyder: The problem with is grass is – first of all you can't – you have existing brick from – presently and it's not maintained. There's got grass in it and it's called weeds.

Mr. Benekos: Right.

Mr. Snyder: Now you put normal grass, first of all it's not going to get cut. Secondly, the street – the city's going to kill it in the winter time with salt. Thirdly, it's going to look like hell because you're going to have the rest of – I mean if you have to buy some tree boxes and put in trees. Inaudible...tree in there and move them out in the fall and put them away.

Mr. Benekos: Yeah.

Mr. Snyder: But I can't see – that's really kind of a cheap way out.

Mr. Benekos: Well yeah I wasn't looking at expense 'cause the money's there.

Mr. Snyder: No I'm saying – I don't talk about money wise, but it looks cheap.

Mr. Revoldt: The record should show that Mrs. Kiesling and Mr. Snyder have joined us in progress.

Mr. Snyder: We just wanted to join to throw a wrench in it, Marcia and myself. We stayed away...

Mrs. Kiesling: We're really together – we just came in together.

Mr. Snyder: We rehearsed this before we got here.

Mrs. Kiesling: Exactly.

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Mr. Revoldt: If we can Pat just for a second, before we turn this over to Council. This is a public hearing we've got about 15 minutes left. Is there anyone here from the public that would like to go on the record regarding this project and your comment pro, con or suggestion, recommendation? You're not obligated at this time to make – if you'd like to submit a public comment form at a later time, please feel free to do so. You may not be comfortable speaking in public. The form is available and M-E has advised me that the plans will – they'll provide you with a copy for further review. So anyone who did not make tonight's meeting will have an opportunity to come back and look at the plans. Is there anyone here from the public that wishes to speak? Mr. Lane.

Doug Lane: I just wanted to reiterate the Chamber's support for the project however it comes out, grass or no grass, it makes no difference to us. We have about 15 members between Applegrove and Orion, hopefully we'll be adding to that number. So as this project moves along, if there's a way in the internet age that we could perhaps get some of those plans available online, we could send links to our members and keep them apprised not only of the project itself but also of the time tables. But again, we're totally behind this project. Inaudible... Thank you.

Mr. Revoldt: Okay. Anyone else? Okay. Pat...

Mr. DeOrio: As the councilman that probably lives closest to that – the area and see it on a regular basis, I have to agree with Jon regarding the grass. If you were to drive that area now like I do and I get – I probably get a little too much attention to detail, but what I see is that grass strip, you basically from Orion up to the Main and down to McDonalds, that grass when it's cut by the commercial, that stuff just gets blown right into the street. And what happens then is it starts to build up you know eventually some of it washes into storm sewers. But inevitably there's cracks between where the sidewalk – where the cement meets the asphalt from the curb and gutter and where you score the lines into the curb and that stuff starts to fill in with seed from the cuttings. And if you were up there driving now is a nice green strip growing in the street in those cracks that are all around and it really you know takes away from the project in that respect. So I would be a little concerned about the rest. On the other hand, like I said, if I could be on both sides of the fence, a 6 foot wide – a six foot wide sidewalk concerns me a little bit in that and maybe it's just I'm thinking or I have unwarranted concern here, but you know I ride my bike up there and that is just one nice downhill run. And I'd be concerned about you know skateboarders and creating just the perfect 3,000 foot – well maybe not that long but 1,500 foot ramp that they can go down and have a lot of fun with. So those are just some of the things that run through my mind when I heard about the six foot wide.

Mr. Benekos: Okay.

Mr. Revoldt: Doug.

Mr. Foltz: Well obviously I'd talk about the sidewalk. I mean the grass strip before and I think if we can eliminate it and make something ...inaudible... over there I'm all for that. Maintenance and that's the way I look at things in the parks down in Canton. I see some of the improvements there on West Tusc and different areas of town. And I'd be for some type of trees. I agree with Jon. I mean here's the thing that's really startling to me, and it's nobody's fault, but Phase V, the

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trees that were cut down in front the Charter One, it's just - that whole area there just looks completely changed; not for the better. And it was probably trees on their right of way that you had to take out. And what's going to happen with the trees there along Acme parking lot? I'll call it the big store there, but that whole shopping area on the east side. Those trees are probably going to be lost are they not or no. Am I speaking...

Mr. Koppes: I think you're correct. I believe they are going to ...inaudible...

Mr. Foltz: That's what I'd like to check because that's going to actually influence that side. And I'm not for putting 50 trees up there but I think if we give it some color somehow. Jon, that might be a great suggestion, some kind of boxes, but I'd like to see a few trees sprinkled into this somehow just to break it up. You know if it's done right, designed right and we get the watering bags on and get them established after a year. It all comes down to maintenance, I understand that. I know we had long discussion here about parts of South Main Street that aren't taken care of and you know they're what 15 years old, some of those areas. You know and that's unfortunate but planning wise I'd like to see if we could put some trees in there versus the grass.

Mr. Revoldt: If I could follow up on Doug's comment. You may remember when we did Main Street Phase I, the original design called for street trees. Honey Locust I believe or some other light - something with light foliage. Where those trees were installed and have grown and thrived it really had a pretty good effect on the City. And they've made the project ...inaudible... look less sterile.

Mr. Foltz: Right.

Mr. Revoldt: It's unfortunate that we didn't find a way to continue adding trees as those projects unfolded. That's a long way of saying I concur with Doug, I would like to see us tree that as best we can.

Mr. Snyder: You know that brings a point. If I may suggest, three months, maybe a year ago I got a call from a constituent, we no longer take trees into Price Park as memorials to deceased people because of the fact - the problem is they were getting all different types of trees and it's just not practical. Possibly we could put some trees along Main Street. People would want to put them there for memorial to a loved one with a little plaque there or something.

Mr. DeOrio: Good idea.

Mr. Snyder: And that way they could put some - we could put some trees along there and they would have a little name on it if they ...

Mr. Foltz: You'd want the right tree, Jon.

Mr. Snyder: Well that's what I'm saying. I have no - nothing about a tree.

Mr. Foltz: It'd have to be a Honey Locust or pear...

Mr. Snyder: We'd have to sell them a certain kind of tree. We couldn't...

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Mr. Foltz: You don't put a – even in the parks I think there should be control over that.

Mr. Snyder: Right. And that was the problem they were getting all types of trees...

Mr. Foltz: No you...

Mr. Snyder: and maintenance problems. But we would tell them the type of tree and this is what it costs.

Mr. Foltz: Right.

Mr. Snyder: If you'd like to have one we'd put a little plaque on it for you.

Mr. Benekos: Okay. One of the things we discussed was planters you know that we could set out along Main Street and pick them up in the winter. That way the salt doesn't get them. And they're easier to maintain.

Mr. Revoldt: Again, I – we're doing – we're not doing this necessarily as an aesthetics project. This is for traffic. But if we can find some inexpensive ways to beautify the street I think we ought to consider it. And I think all of us agree that trees – certainly trees have ...inaudible...

Mr. Foltz: Is that a decorative light we're putting up through there?

Mr. Benekos: Right

Mr. Foltz: Is there like a nostalgic light or...

Mr. Benekos: Yeah. The pole itself is going to be smooth.

Mr. Foltz: Okay.

Mr. Benekos: But the base will be the same base on these trees and then the top will be decorative and the light that hangs down will be decorative also.

Mr. Revoldt: Could you please close the door.

Mrs. Kiesling: Well they're coming in. So...

Mr. Revoldt: That way we can stick to the public hearing. Jeff.

Mr. Peters: I have a question. Within the funding of the project, are we flexible in regard to the devil strip? Are all options available within that funding or are we limited to ...

Mr. Benekos: We do have some options. There's not enough in there to brick the whole way, but – I believe there's funding in there for concrete and some type of design with the concrete.

Mr. Peters: When you say design, like a stamped to make it look like brick or...

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Mr. Benekos: Not really stamped, but we could pursue that. I mean if you want a stamped concrete. It's just scoring – it's a different type of finish. What's in Phase V the way it was spec out was the sidewalk has a broom finish. And that three foot section was float finish. So it's a little bit shinier. Then you would score it different. So it'd be smaller panels. It's not actually stamped, it's scored different. It's not stained. The concrete's not a different color.

Mr. Peters: Well when I mentioned stamped, I wasn't really talking about all the way up on both sides. But do like you were saying you know little spots here – kind of like how you're doing the lights you know a spot here and then 100 feet up there.

Mr. Foltz: Just to follow up I appreciate M&E's work on this, Mr. Graham and Kyle. It was a wonderful presentation. But I've been to Ohio State the last four weekends for the games and they have a six foot sidewalk and they put a tree in, they've got bike racks in and then nostalgic lighting. I mean it's tight, but it really aestically and I know we were after the turn lane for the most part here and clean up the curb and gutter, but aestically it's beautiful. It really is. I mean it gets tight walking on it. We're lucky enough to have such a wider sidewalk area to begin with. I think putting trees in there is just going to be a natural fit. So...

Mr. Benekos: Okay.

Mr. Revoldt: Any comment from Mr. Davies at this time?

Mr. Davies: Not right now.

Mr. Revoldt: Marcia.

Mrs. Kiesling: I vote for the trees.

Mr. Benekos: Trees.

Mr. Revoldt: Jon.

Mr. Snyder: I would agree.

Mr. Revoldt: Okay, so we're going to look at trees. We're going to look at some planter options.

Mr. Foltz: Maybe mix the two.

Mr. Revoldt: Okay. Any other comments from the public here? This is a public hearing to discuss the North Main Street Improvements. Mr. Bourlas, if you would step forward to the microphone and state your name and address.

Mr. Bourlas: My name is Alex Bourlas. I live on 860 7th Street NE, North Canton. We were talking about trees. The only thing we need to be careful about I would think would be signs for the businesses because when you drive downtown – I mean I have three little trees in front of my offices over there which I'm going to take down because when I drive north I cannot sign the sign for Dr. Brandon. So that's the only thing that I'm worried about as far as trees go. The six foot sidewalk, why that wide? Is that because of the design or do we need that ...

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Mr. Benekos: Well it makes it more inviting for people to walk on it and it's not as tight. If you look at North Canton and how the city is laid out basically you have commercial north, south and east, west they're the busier main roads. But everything in the four quadrants are primarily residential. And North Canton is laid out very well for pedestrian and bicycle traffic to access the businesses from the residential areas. So we want to make that more inviting for people to do that.

Mr. Bourlas: We could – that three foot strip that we're talking – you were asking me earlier as far as that goes, I mean we could – I don't know – we could concrete it possibly. Do something maybe – I wouldn't mind seeing some benches or soften you know with some pots or something like that. You know make it more inviting and more nice looking I would say. You know if you're going to invite people to walk on those sidewalks what I'm saying is is that some elderly people they could sit down what I'm saying for a couple minutes, if they're going to walk from Applegrove to Orion. Something like that. But as far as trees go I would you know be careful with the signs of the businesses and – thank you.

Mr. Revoldt: Thank you. Okay. Is there anyone else who wishes to come on the record for this portion of the meeting? Seeing none then I want to thank M-E Company.

The Public Involvement meeting adjourned at 6:51 p.m.


PRESIDENT OF COUNCIL


CLERK OF COUNCIL

10/7/10-gmk